Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

45

REFERENCE COPY

FORM NO. 51-4AA
FEB 1952

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

INFORMATION REPORT

REPORT NO. [redacted] 25X1

CD NO.

COUNTRY Yugoslavia

DATE DISTR. 26 September 1952

SUBJECT Ships of the Yugoslav River Fleet

NO. OF PAGES 6

DATE OF INFO. [redacted] 25X1

NO. OF ENCLS. (LISTED BELOW) One sketch (two pages)

PLACE ACQUIRED [redacted]

SUPPLEMENT TO REPORT NO. 25X1

[redacted]

1. In the spring of 1947 a joint Yugoslav-Russian navigation company known as JUSPAD was formed, under the agreement that Yugoslavia would furnish the ships and crews, while Russia would furnish the necessary capital. While the company existed, Russia supplied no money whatsoever and Yugoslavia suffered great financial losses. When JUSPAD was dissolved, all of the ships, particularly the barges, were in extremely bad condition. In the summer of 1949 the Yugoslav company JDRB, which had originally been the Yugoslav section of JUSPAD, took over the whole fleet.

2. JDRB now owns the following side-wheel towing ships:

   a. BACKA - a 340 horsepower steamship, built in 1884, and completely overhauled in 1949 in the Novi Sad shipyard. Used on the Sava river because it is light and has a shallow draft;

   b. BANAT - a 400 horsepower steamship, built in 1916, and completely overhauled in 1949 in the Podrinjsko shipyard. Used on the Sava river because it is light and has a shallow draft;

   c. BOKA (formerly SIBENIK) - a 100 horsepower steamship. Instead of having two side-wheels, as the other ships listed in this paragraph, it has one large wheel in the rear. Used on the Sava river because it is light and has a shallow draft;

   d. BOSNA - a 250 horsepower steamship, completely overhauled in 1950 in the Cukarica shipyard. Used on the Sava river because it is light and has a shallow draft;

   e. BRANICEVO (formerly KUMANOVO) - a 600 horsepower steamship, completely overhauled in 1948 in the Novi Sad shipyard;

STATE	x	NAVY	x	NSRB		DISTRIBUTION						
ARMY	x	AIR	x	FBI								

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

25X1

f. CRNA GORA - a 250 horsepower steamship, completely overhauled in the Podrinjsko shipyard in 1948. Used on the Sava river because it is light and has a shallow draft;

g. DALMACIJA - a 700 horsepower steamship in fairly good condition;

h. DOLENSKO (formerly ST. GEORGE) - a 350 horsepower steamship, overhauled at the Cukarica shipyard, but later sunk in the Sava river at Zabrezje, 36 kilometers from Belgrade;

i. HERCEGOVINA - a 700 horsepower steamship in fairly good condition;

j. HRVATSKA - a 900 horsepower steamship which loses two atmospheres steam pressure and needs overhauling. If formerly operated in the Iron Gate sector but has recently been transferred to a quieter sector;

k. ISTRA (formerly MUNCHEN) - an 800 horsepower oil burner. It formerly belonged to the DDSG company, was sunk, raised in 1948, and repaired at the Cukarica shipyard in Belgrade in 1950;

l. KAJMAKCALAN - a 1,200 horsepower steamship which operates in the Iron Gate sector. This ship is in better condition than the similar ship SRBIJA mentioned below;

m. KORDUN (formerly VPJVODA BOJOVIC) - a 500 horsepower steamship, overhauled in 1950 in the Bezanija shipyard. Used on the Sava river because it is light and has a shallow draft;

n. KORUSKA (formerly LJUBLJANA) - a 450 horsepower steamship, built in 1913, and completely overhauled in the Cukarica shipyard. This ship is unusual because it has a device which dredges the channel in the Sava and Drava rivers as it moves through with a convoy. In these rivers the channel is often blocked by sand deposits;

o. KOSOVO (former JUG-BOGDAN) - built in 1915. The superstructure was repaired at Pancevo;

p. MACVA - a 315 horsepower steamship, built in 1893, and completely overhauled in 1949 in the Novi Sad shipyard. Used on the Sava river because it is light and has a shallow draft;

q. MAKEDONIJA (formerly DUBROVNIK) - a 700 horsepower steamship now capable of only 450 to 500 horsepower. The boilers lose 1.5 atmospheres;

r. POMORAVLJE (formerly SENJANIN IVO) - a 400 horsepower steamship, completely overhauled in the Sartid shipyard near Smederevo in 1948;

s. POSAVINA (formerly KRALJ TVRTKO) - a 700 horsepower steamship, built in 1916 and overhauled in the Cukarica shipyard in 1951;

t. SANDJAK (formerly MAKEDONIJA) - an 800 horsepower steamship. It was sunk by a mine, raised, and refitted in the Cukarica shipyard in 1951;

u. SLAVONIJA (formerly KRALJ-ZVONIMIR) - a 550 horsepower steamship, overhauled in the Novi Sad shipyard in 1948. The engines are still below normal capacity, and the ship operates only in quiet areas;

v. SLOVENIJA (formerly KRALJEVIC MARKO) - an 800 horsepower oil burner unable to operate at full capacity;

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

25X1

w. SRBIJA - a 1,200 horsepower steamship now capable of only 800 or 900 horsepower. The boilers are so deteriorated that the pressure lost is about 1.5 atmospheres. It usually navigates in the Iron Gate sector;

x. SREM - a 150 horsepower steamship, completely overhauled in the Cukarica shipyard in 1950. Used on the Sava river because it is light and has a shallow draft;

y. VOJVODINA (formerly DOBRO POLJE) - a 700 horsepower steamship, built in 1916, overhauled in the shipyard of Novi Sad;

z. ZAGORJE (formerly HRVAT) - a 250 horsepower steamship equipped with a dredging device similar to the KORUSKA's. It operates exclusively in the Drava river; and

aa. ZETA - a 100 horsepower steamship whose superstructure was repaired in 1949 in the Belgrade shipyard. Used on the Sava river because it is light and has a shallow draft.

3. JDRB also owns the following propeller-driven steamships:

a. MOSLAVINA (formerly KRAJINA) - 100 horsepower; used for transporting workmen in the river port of Belgrade;

b. RASKA - 200 horsepower. Repaired in 1948 in the Zvenjanin shipyard near Vel Beckerek; operates as a tug in the river port of Belgrade; and

c. STIG - 150 horsepower. Its superstructure has been repaired in Pancevo; operates as a tug in the river port of Belgrade.

4. The following oil burning propeller-driven ships also belong to JDRB:

a. KONJUH - 500 horsepower diesel; refitted in the Cukarica shipyard in 1949. It is inoperative at the moment, due to a small explosion in the engine room while in the river port of Belgrade;

b. KOPACNIK - 700 horsepower; built during the war in the Apatin shipyard, but not finished until 1949. The engines were taken from a damaged ship and are older than the rest of the ship;

c. KOSMAJ - 800 horsepower diesel, begun during the occupation in the Apatin shipyard but not finished until 1946;

d. KOZARA - 350 horsepower diesel, begun during the war in the Apatin shipyard and finished in 1946;

e. KRIVOSIJA (formerly JOCHANSTEIN) - 800 horsepower diesel, completely refitted in the Apatin shipyard in 1948;

f. TRIGLAV - 1,000 horsepower, built in 1940;

g. VELEBIT (formerly PRINZ ANDREJ) - 650 horsepower diesel; completely overhauled in the Apatin shipyard in 1948. It operates only in quiet water, as the engines are defective; and

h. ZLATIBOR - 700 horsepower diesel, completely overhauled in the Apatin shipyard in 1950.

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

5. In addition to the above, there are the following smaller propeller driven ships which operate only in quiet water and in small rivers and canals such as the Tisa, Begej and Drava:

   a. CER - 150 horsepower diesel; operates chiefly in the Tisa river and the Begej canal;

   b. KOZJAK - 200 horsepower diesel; completely overhauled in the Apatin shipyard in 1949. It operates chiefly in the Tisa river and the Begej canal;

   c. JAVORINA - 100 horsepower diesel. Built for the Germans during the occupation, and finished in the Apatin shipyard in 1946. The crew has been drafted into the army.

   d. MAJEVICA - similar to the JAVORINA. The crew has been drafted into the army, and the ship is used in Belgrade harbor to pull the ferry-boat for the electric power station;

   e. ORJEK - 100 horsepower diesel; operates in the Tisa river and the Begej canal;

   f. SARGAN - similar to the ORJEK;

   g. SNEZNIK - similar to the JAVORINA; and

   h. STRBAE - similar to the JAVORINA.

6. JBRB also owns the following self-propelled barges, or ships which have freight compartments but which are also used to pull other barges:

   a. DRUGAR - 100 horsepower diesel. It has one freight compartment which is almost the entire length of the ship, and one crane with a capacity of 1,000 kilograms. It can carry about 200 tons; operates usually in quiet water. It was originally a barge on the Rhine river, and was remodelled in the Apatin shipyard in 1946;

   b. HEROJ (formerly GALEB I) - 100 horsepower diesel. It has one lengthwise freight compartment and one crane, and can carry 100 tons. The nose is less blunt than that of the DRUGAR or the MARLJIVI, which is mentioned below;

   c. MARLJIVI - same as the DRUGAR;

   d. NAPREDAK (formerly ORAO) - 880 horsepower diesel, built in 1941. It has three freight compartments and two cranes. Specifications are as follows:

Total length	66.67 meters
Length between perpendiculars	64.75 meters
Total width	8.28 meters
Inside width	8.25 meters
Depth (empty)	0.68 meters
Depth (loaded)	2.00 meters
Height of decks	2.50 meters
Highest non-removable point (for passage under bridges)	5.40 meters
Speed in dead water	18 kilometers per hour
Net weight	298 tons
Displacement	898 cubic meters
Weight of steel parts	154 tons
Weight of cabin constructions	36.60 tons
Weight of removable parts	29.38 tons

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

e. PIONIR (formerly SVOJ-SVOME) - 250 horsepower diesel. It has two freight compartments and one crane with a capacity of 750 kilograms. It can load and carry 150 tons and pull one barge in quiet water. It operates between Belgrade and Prahovo because it can pull out of the Sip canal without the help of locomotives;

f. POBEDA (formerly VOJVODA) - 800 horsepower diesel. Identical with the NAPREDAK and the SLAVAN, which is mentioned below, except that it is slightly shorter;

g. SLAVAN (formerly SOKO) - specifications are the same as the NAPREDAK;

h. SMELI - 85 horsepower diesel, built in the Zvenjanin shipyard in 1948. Similar to the DRUGAR and the MARLJIVI except that it can carry only 150 tons and is less blunt in shape;

i. UDARNIK (formerly PRINZ EUGEN) - 650 horsepower diesel, being repaired in the Apatin shipyard, and expected to be afloat in August or September 1952. It has two freight compartments and one crane; and

j. USKOK (formerly GALEB II) - same as the HEROJ.

7. The barges belonging to the JDRB are of three main types:

a. "Garancije" type barges - The distinguishing feature of this type is that the freight compartments are equipped with steel doors and can be closed over. These barges are used, therefore, for cargoes which must be protected from the weather. They have four freight compartments and two cranes with a capacity of 1,500 kilograms each. They can carry 719 tons. Barges of this type differ only very slightly in length and height. Attachment 1 is a sketch of a typical "Garancije" barge. Typical specifications are as follows:

Total length	67.50 meters
Length between perpendiculars	63.00 meters
Total width	8.25 meters
Inside width	8.24 meters
Depth (empty)	0.34 meters
Depth (loaded)	2.00 meters
Height of decks	2.42 meters
Highest non-removable point	5.20 meters
Net weight	134 tons
Displacement	853 cubic meters
Weight of steel parts	108.20 tons
Weight of cabin constructions	17 tons
Weight of removable parts	8.8 tons

b. "Tumbasi" type barges - These barges are similar to the "Garancije" barges, but their freight compartments are not equipped with steel doors and cannot be closed. They are used for cargoes which cannot be damaged by weather such as coal, stone and wood; and

c. "Pletne" type barges - These barges are smaller than the above two types and are used chiefly on rivers smaller than the Danube for transporting supplies and foodstuffs. The compartments are covered with a kind of wooden superstructure to protect the goods from the weather. There are very few barges of this type in the Yugoslav fleet.

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

8. Registration numbers for the above barges consist of five digits. The first digit indicates the type of barge:

Number 2: "Garancije";
Number 4: "Tumbasi"; and
Number 5: "Pletne".

The next three digits indicate the capacity in tons. A capacity less than the correct capacity is usually indicated. The last digit indicates the numerical position of the barge in the fleet. For example, registration number 26506 denotes: "Garancije" barge, number 6, with a capacity of 650 tons.

9. There is another larger type of "Garancije" barge which has registration numbers with "100" for the middle three digits. The dimensions of these barges are not known.

10. There are also a number of tanker barges for the transport of fuel and liquid combustibles. Their registration numbers begin with the digit "1". They also are distinguished by a 10 centimeter wide blue line painted along the entire length of the upper part of the barge.

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

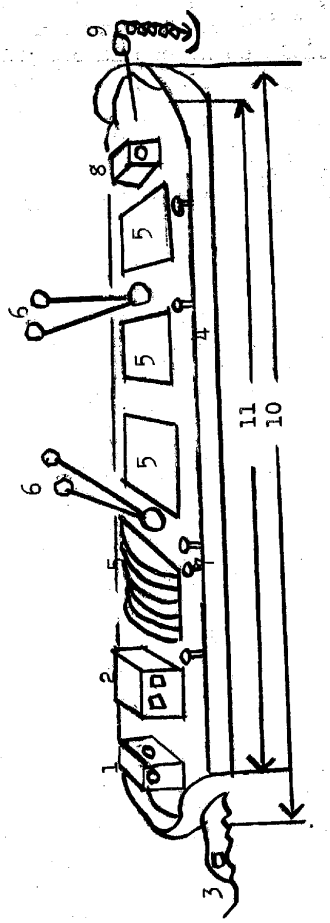
25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

Attachment 1

ATTACHMENT 1

"Garancije" Type Barge



SECRET/CONTROL - U.S. OFFICIALS ONLY

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2

25X1

LEGEND TO SKETCH

1. Helmsman's cabin. It is removable because it is sometimes too high to pass under a bridge at high water.
2. Small wood house for helmsman and family.
3. Steel rudder. The hole in the rudder facilities movement when the barge is fully loaded and the rudder is completely submerged.
4. The hull, made of steel plates five or six millimeters thick.
5. Four freight compartments. The covers are of corrugated iron. The compartments are numbered I, II, III and IV, from front to rear. Wooden stairs are available for manual unloading.
6. Two steel cranes, 1,000 kilogram capacity each. Each crane works on two freight compartments. They are operated manually.
7. Thirteen steel mushrooms for towing and tying up.
8. Cabin for the sailor and his family.
9. Device for raising and lowering the anchor.
10. Total length of barge.
11. Length between perpendiculars.

Approved For Release 2006/04/18 : CIA-RDP82-00457R014100030013-2